

CITY OF LARKSPUR
TOWN OF CORTE MADERA

January 27, 2005

TO: Transportation Authority of Marin (TAM)
Staff and Board Members

FROM: , City Manager, City of Larkspur
Jay Tashiro, Town Manager, Town of Corte Madera

SUBJECT: U.S. Highway 101 Interchange with Sir Francis Drake Boulevard – Summary of
Discussion and Actions Taken by the City of Larkspur and the Town of Corte
Madera to Identify a Preferred Alternative – FY 2001-02 and FY 2002-03

BACKGROUND

Over a two year period, the elected and appointed officials of the City of Larkspur and the Town of Corte Madera worked with the Marin County Congestion Management Agency (CMA; now Transportation Authority of Marin, TAM) staff and consultants on an array of alternatives for improving the Interchange at U. S. Highway 101 at Sir Francis Drake Boulevard, also known as the Greenbrae Interchange.

In FY 2001-02, CMA allocated approximately \$50,000 to conduct preliminary studies on how the Greenbrae Interchange might be improved. CMA staff had learned that CalTrans had no project studies or plans for improvement of this interchange; thus, it would have been decades before CalTrans initiated any possible improvement projects.

With the \$50,000 allocation CMA retained the services of CH2M Hill, a transportation consulting firm. Jim Schmidt, the principal assigned to the project, ultimately developed seven alternative improvement configurations, not just for the interchange but also for the entire corridor from U.S. Hwy. 10/U.S. Hwy. 580 in San Rafael to U.S. Hwy. 101/Tamalpais Drive in Corte Madera.

PROCESS AND DECISIONS

In May 2002, the project study, “Interim Planning Report Summary on U.S. Highway 101 Interchange with Sir Francis Drake Boulevard” was completed. Staff from CMA, Corte Madera and Larkspur refined the options and alternatives from May through September 2002. Corte Madera and Larkspur Councils appointed subcommittees of the Council to work together on the process of selecting an alternative that both communities could support. Corte Madera appointed Councilmembers Jin Yang and Michael Lappert. Larkspur appointed Councilmembers Joan Lundstrom and Ron Arlas.

The meeting descriptions below include both staff meetings and publicly noticed Council meetings. The publicly noticed meetings of the Corte Madera Town Council and the Larkspur City Council, at which decisions were made after taking public comment, are noted with an asterisk (*).

On July 10, 2002, some of the Councilmembers and staff took a bus tour of the corridor to familiarize themselves with the existing conditions and to help visualize the options proposed in the study.

On September 9, 2002 staff from the Corte Madera, Larkspur and the County met at the County to review progress on identifying a preferred alternative.

On September 25, 2002, the Corte Madera and Larkspur Council subcommittee members and staff met to develop a public process by which the two Councils could separately and collectively review the options and try to come to consensus on a preferred alternative to recommend to the CMA. A process was agreed upon and implemented.

On October 16, 2002 the Larkspur City Council met and reviewed the alternatives in preparation for a joint meeting with the Corte Madera Town Council, scheduled for October 29, 2002. *

On October 29, 2002, the Corte Madera Town Council and the Larkspur City Council met in joint session at Corte Madera Town Center to discuss the alternatives for improvement to the Greenbrae Interchange Corridor. The Councilmembers collectively agreed to continue reviewing Alternative No. 4 and Alternative No. 6, with some further consideration of elements of Alternative No. 2 and Alternative No. 5. *

On November 4, 2002 the CMA hosted a Transportation Open House at Bacich School at which the alternatives for the Greenbrae Interchange Corridor were presented. The CMA asked workshop attendees to comment on these alternatives and other transportation concepts. (Note: The CMA conducted and noticed this publicly held meeting.) *

Per the joint Councils' request, staff from Corte Madera and Larkspur revised the alternatives, using Alternative No. 4 as a baseline in development of a preferred alternative, and amended into it elements from Alternative Nos. 2, 5 and 6 .

On December 3, 2002, the Corte Madera Town Council met and selected the revised Alternative No. 4 as its preferred alternative. *

On December 18, 2002, the Larkspur City Council met and selected the revised Alternative No. 4 as its preferred alternative. *

In January and February, 2003 Corte Madera and Larkspur staffs met to draft a common resolution that supported the intent of the both of the Councils.

On March 4, 2003, the Corte Madera Town Council adopted Resolution No. 3288, endorsing the revised Alternative No. 4 as the preferred alternative, and requested that the CMA begin work on a Project Study Report (PSR) that included study of the entire corridor. *

On March 5, 2003, the Larkspur Council adopted Resolution No. 12/03, endorsing the revised Alternative No. 4 as the preferred alternative, and requested that the CMA begin work on a Project Study Report (PSR) that included study of the entire corridor. *

All of the meetings of the Larkspur City Council and the Corte Madera Town Council were publicly noticed regular or special meetings. (*) No closed sessions were scheduled on these matters by either Council.

The Interim Planning Report, all staff reports and resolutions, and the minutes for the public meetings are part of the public record. A full packet of the record will accompany this memorandum to TAM for ease of reference.

Respectfully submitted,

Jay Tashiro

City Manager

Town Manager

Attachments

C: Larkspur City Council
Corte Madera Town Council
Craig Tackabery, Executive Director, TAM